

Table 2-H-11
Sacramento to Bakersfield – High-Speed Train Station Evaluation Matrix
Merced to Fresno Stations

Station = Station Carried Forward

Alignment = Station Eliminated

Primary or Secondary Reason for Elimination

Evaluation Criteria	Castle	Merced University	Merced Municipal Airport	Merced UPRR Downtown	Plainsburg
<i>Maximize Ridership/Revenue Potential.</i>					
Travel Time	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Length	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Population/Employment Catchment					
	3	3	3	4	3
<i>Maximize Connectivity and Accessibility.</i>					
Intermodal Connections	<ul style="list-style-type: none"> Suburban location for Merced, closer, to central Atwater Freeway access: SR 99 ca 3 miles Arterial access: Santa Fe Avenue (J7), planned Bellevue Expressway, ca. 1 mile Parking adequate at site Transit bus and shuttle foreseeable in future No Amtrak connection 	<ul style="list-style-type: none"> New suburban site in future University planned area Freeway access: via planned expressway, about 3 miles Street access: New Bellevue expressway, in planning. Parking adequate in future design. Transit: feasible in future. Other rail: possible future LRT. 	<ul style="list-style-type: none"> Suburban location. Freeway access: SR 99 ca. 1 mile Street access: local streets only Parking adequate at location Transit: bus only Other rail: none 	<ul style="list-style-type: none"> Downtown location. Freeway access: SR 99 2 blocks Street access: local downtown grid Parking: may be constrained at site Transit: Hub for Merced County transit system Other rail: none 	<ul style="list-style-type: none"> Downtown site in small community Freeway access: distant Street access: local roads Parking: adequate at site Transit: bus only Other rail: no Amtrak connection
	2	2	2	4	1
<i>Minimize Operating and Capital Costs.</i>					
Length	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable

Evaluation Criteria	Castle	Merced University	Merced Municipal Airport	Merced UPRR Downtown	Plainsburg
Operational Issues	High-speed track off BNSF or E99. Station can serve all alignments to south.	Newly designed high-speed track in new community.	High-speed track off SP or W99. Station can serve all alignments from north, SP or W99 alignments to south.	Constrained urban r-o-w. Stopping track configuration only. Freight compatibility issues.	On existing BNSF line. High-speed track requires relaying curves in settled area.
	4	4	4	1	2
Construction Issues	No outstanding issues. Must coordinate with airport and local authorities, including new UC campus.	Greenfield site.	No outstanding issues.	Urban r-o-w, Narrow freight corridor.	Minimal.
	5	5	4	1	4
Capital Cost	Relatively low	Relatively low.	Relatively low.	Relatively high.	Low.
	4	4	4	2	3
Right-of-Way Issues/Cost	Military base reuse. Land owned by local joint powers board.	Must assemble new route in newly zoned urban area.	Industrial area, Airport owned by city.	Existing r-o-w. Must acquire land to fit.	Moderate.
	4	3	4	2	4
<i>Maximize Compatibility with Existing and Planned Development.</i>					
Land Use Compatibility and Conflicts					
Percent of Conflicting Existing Land Uses (Residences, Institutions, Recreational Areas, and Open Space) within Station Area	0.20	16.02	8.59	45.01	14.33
Primary Land Uses (acreage) within station area	Farmland/Agriculture (294); Transportation (207)	Farmland/Agriculture (421); Residential (75)	Farmland/Agriculture (443); Institutional (42)	Commercial (173); Residential (157)	Farmland/Agriculture (396)
	5	3	4	1	3

Evaluation Criteria	Castle	Merced University	Merced Municipal Airport	Merced UPRR Downtown	Plainsburg
Visual Quality Impacts					
Percent of Visually Sensitive Existing Land Uses (Residential, Institutional, Recreational Areas, and Open Space)	0.20	16.02	8.59	45.01	14.33
Number of scenic corridor and scenic river crossings	0	0	0	12	0
	5	3	4	1	3
<i>Minimize Impacts on Natural Resources.</i>					
Water Resources Impacts					
Number of Natural Stream	0	1	0	0	2
Number of Wetland Crossings	1	4	0	0	2
Total Acreage of Wetlands within Station Area	0.48	44.59	0	0	1.25
	4	1	5	5	2
Floodplain Impacts					
Number of FEMA Floodplain Crossings	0	1	1	2	1
Total Acreage of FEMA Floodplain Crossings within Station Area	0	203.57	503.02	467.39	428.71
	5	3	1	2	2
Threatened & Endangered Species Impacts					
Count of Species	0	2	1	1	0
Acreage of Sensitive Habitat within Station Area	30.53	0	0	0	0
	1	3	4	4	5

Evaluation Criteria	Castle	Merced University	Merced Municipal Airport	Merced UPRR Downtown	Plainsburg
<i>Minimize Impacts on Social and Economic Resources.</i>					
Environmental Justice Impacts (Demographics)					
Minority Within 1,400' Buffer – 1990 Population	1963	0	3923	14635	2500
Low Income Within 1,400' Buffer – 1990 Households	0	0	0	0	0
	4	5	2	1	3
Farmland Impacts					
Total Acreage of Important Farmlands Within Station Area (Prime, Unique, and Statewide Importance)	12.79	157.79	0	0	420.83
	4	2	5	5	1
<i>Minimize Impacts on Cultural Resources.</i>					
Cultural Resources Impacts					
Number of National Register Resources Within Station Area	0	0	0	7	0
	5	5	5	4	5
Parks & Recreation/Wildlife Refuge Impacts					
Total Acreage Parks/Recreation Areas in Station Area	0	2	0	13	0
Count of Parks/Recreation Areas	0	1.16	0	23.19	0
	5	3	5	1	5
<i>Maximize Avoidance of Areas with Geologic and Soils Constraints.</i>					
Soils/Slope Constraints					
Not a Distinguishing Factor					

Evaluation Criteria	Castle	Merced University	Merced Municipal Airport	Merced UPRR Downtown	Plainsburg
Seismic Constraints					
Not a Distinguishing Factor					
<i>Maximize Avoidance of Areas with Potential Hazardous Materials.</i>					
Hazardous Materials/Waste Constraints					
Not a Distinguishing Factor					

1 2 3 4 5

Least Favorable

Most Favorable